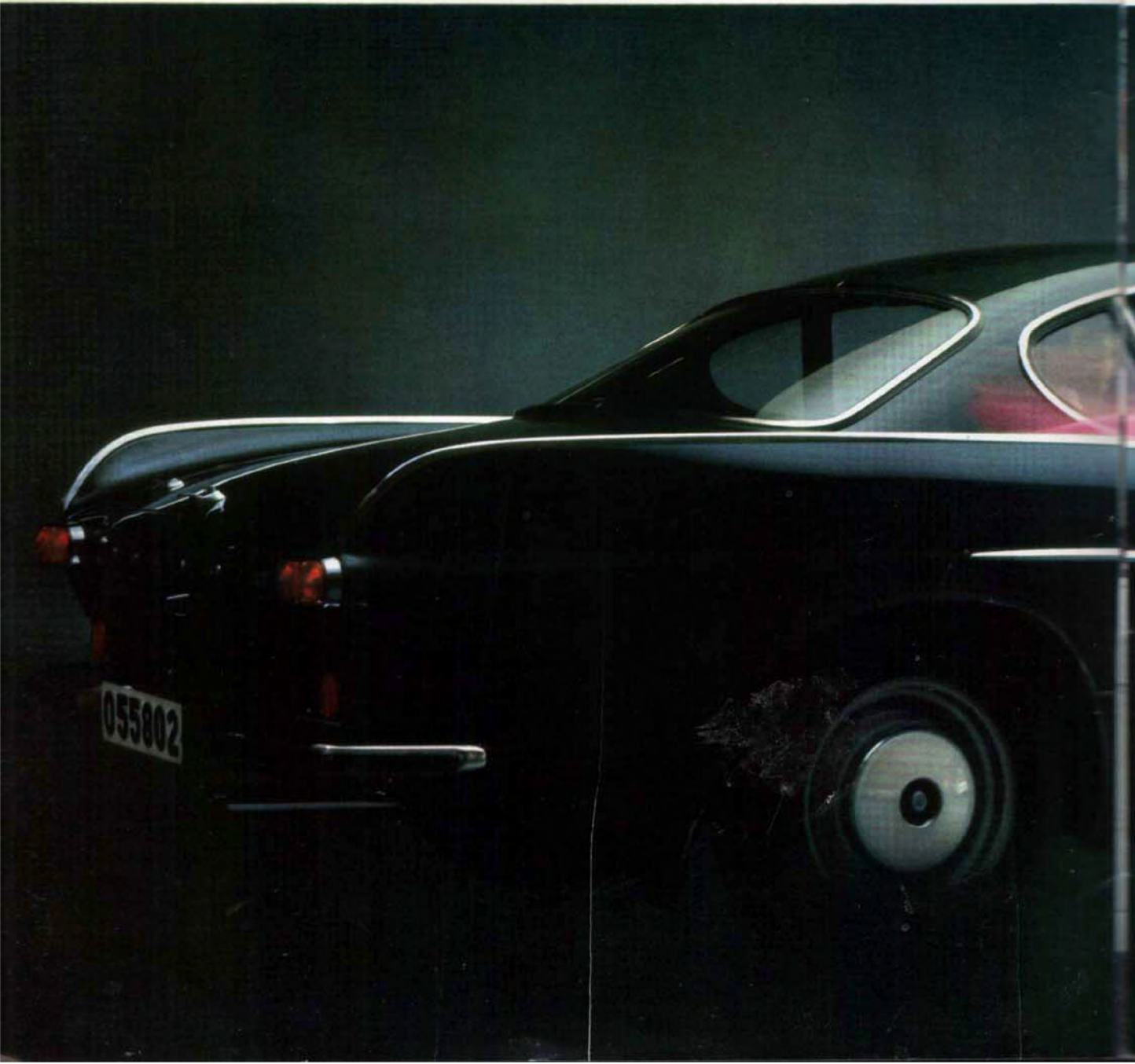
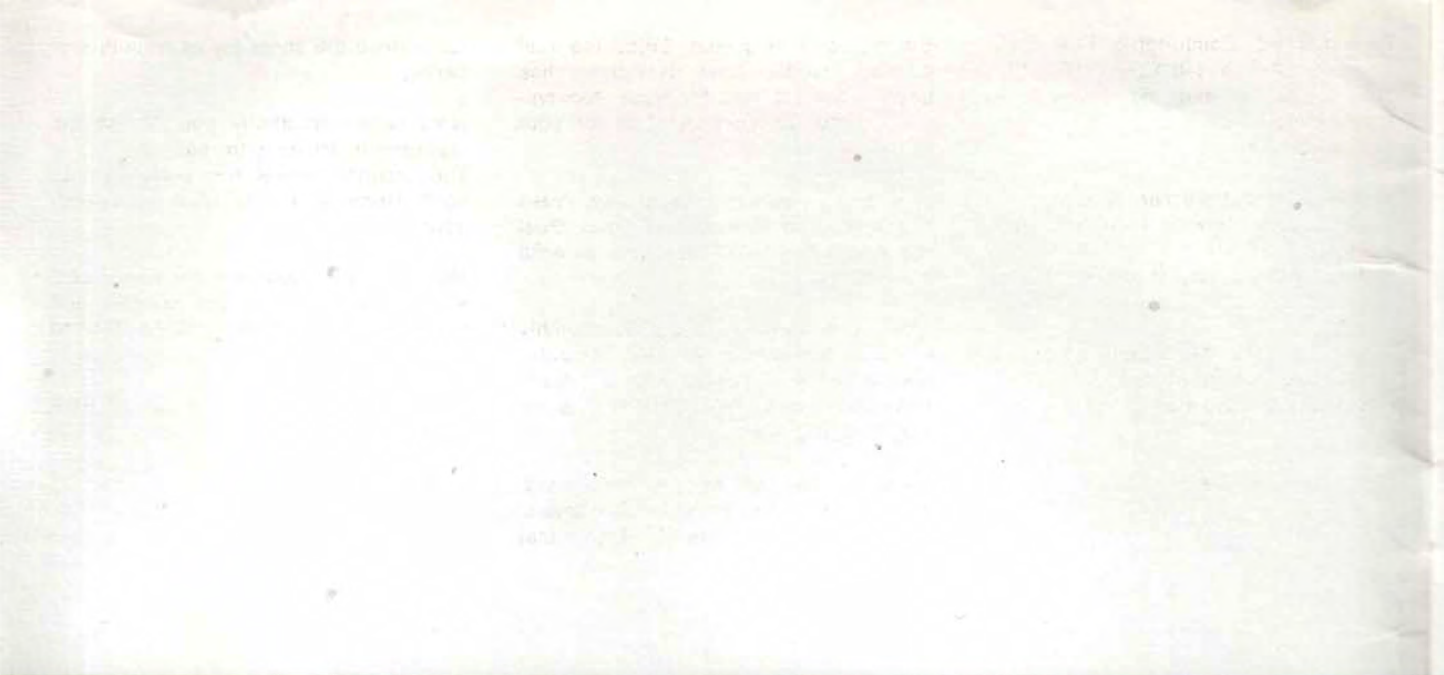


VOLVO 1800 S





Distinguished. Comfortable. Fast. Safe. Characteristics of the Volvo 1800 S but still... this car must be driven to be truly appreciated. Take a trial run.

First walk round the car. Slowly. Look at those flowing lines, the paint-work and the finish. A thoroughbred but, at the same time, strongly built.

Open the wide door. Look at the distinguished interior fittings. Feel the seat upholstery... real leather.

Sit in the driving seat. Enjoy the real comfort. Notice how everything has been arranged just for your convenience. Note the support plate for your left foot.

And then... turn the starter key. Press the accelerator a couple of times. Feel the engine respond. What a wonderful sound.

Now, engage gear... and glide smoothly out into the traffic. Feel that acceleration. How easy it is to weave through heavy traffic and how smooth it is for stop and go driving.

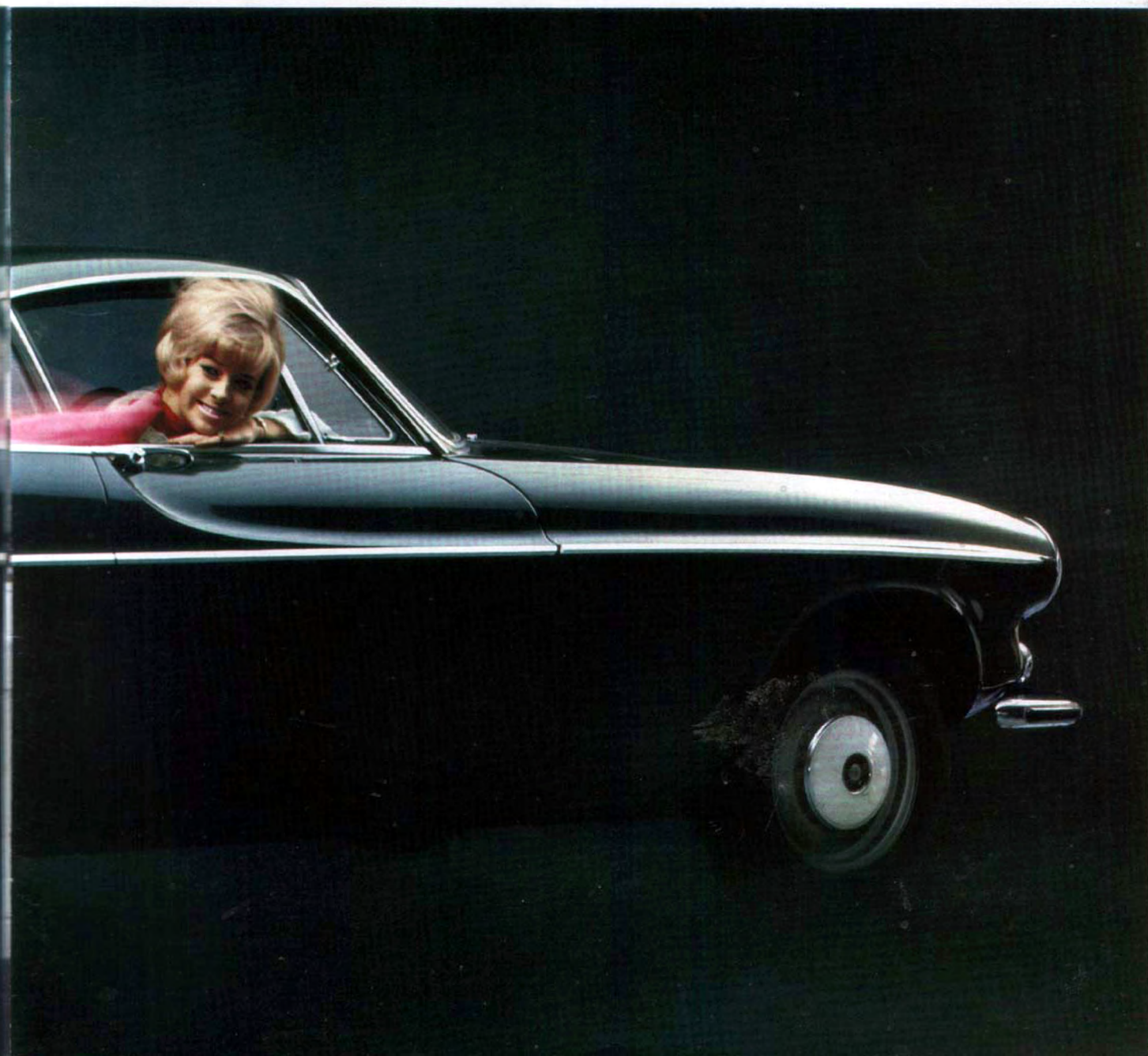
Take the car out on the open road. Accelerate right through the gears. What a wonderful feeling. Enjoy that top gear performance.

Experience the sheer joy of smooth cornering.

Note how comfortably you sit. All the instruments are easy to read. The steering wheel fits perfectly into your hands. Plenty of room to stretch your legs.

Not many cars combine the speed of a sports car, long-distance comfort and the safety of a family saloon. Not to mention its lines.

The Volvo 1800 S has all this. And a flashing performance as well.





Plenty of luggage room for long-distance runs.



Comprehensive instrumentation, easy to read.

The Volvo 1800 S has an attractive interior. Modern. Swedish design at its best. Function and style — combined in a distinguished car. Carefully balanced with luxury.

The seats are outstandingly comfortable. Many adjustment possibilities for individual requirements. These include an infinitely adjustable lumbar support. Upholstery of top quality leather.

The rest of the car is upholstered in textile-reinforced plastic. Smart textile mats on the floor and the propeller shaft tunnel complete the attractive interior.

The Volvo 1800 S is unusually spacious for a car of this type. Plenty of room for two people. Behind the bucket seats there is an extra occasional seat. Ideal for children or even a grown-up for short periods. The luggage compartment can swallow a large amount of personal gear. If this should not be sufficient, the occasional seat can also be used as a luggage shelf.

The Volvo 1800 S is extremely easy to handle. The controls are perfectly designed and conveniently located. The pedals are easy to reach. An extra advantage is a plate on which to rest your left foot. Only a short distance between the steering wheel and the

short sturdy gear lever. The elegant dashboard includes all the instruments a sports car driver needs for fast and comprehensive control of all the functions of the car.

The heater and defroster system is thermostat-controlled and has an extremely large capacity. The flow of warm air to the floor and defroster air to the windscreen is adjusted by means of separate controls. A powerful fan increases air flow when necessary. There are also two separate air louvres for summer ventilation.

Much has been done for the safety of the people travelling in the car. Project-

ing parts and sharp edges have been eliminated as far as possible. Sun visors are soft, the dashboard is crash-padded and has clean upper and lower surfaces. The steering wheel has a recessed hub and wide spokes. The laminated glass windscreen ensures good vision even if hit by flying stones.

The seat attachments in the floor are extremely robust. The seat backrests are designed so that they give rearwards should the car be run into from behind. The deformation is plastic and occurs before the loading on the neck has become dangerously large. Every Volvo 1800 S car has factory-installed safety belts of the three-point type.



An extra occasional seat behind the bucket seats.



When folded down, the occasional seat provides an extra and roomy platform for luggage.







TWO-DOOR, TWO-SEAT SPORTS COUPE

ENGINE

Type B 18. Four-cylinder with overhead valves and five-bearing crankshaft.

| | |
|-------------------|---|
| Capacity | 1.78 litres |
| Bore | 3.313" (84.14 mm) |
| Stroke | 3.15" (80 mm) |
| Compression ratio | 10.0:1 |
| Maximum output | 115 b.h.p. (SAE) at 6,000 r.p.m. |
| Maximum torque | 112 lb.ft. (15.5 kgm) (SAE) at 4,000 r.p.m. |

Twin SU horizontal carburettors.
Full-flow type oil filter.
Oil cooler with heat exchanger water/oil.
Closed circuit crankcase ventilation.

COOLING SYSTEM

Sealed cooling system. Water cooling through pump and thermostat. Capacity approximately 9 quarts. Provides frost protection at temperatures down to -40°C (-40°F).

ELECTRICAL SYSTEM

| | |
|----------------------|---------------|
| Voltage | 12 V |
| Battery capacity | 60 amp. hours |
| Dynamo output | max. 360 W |
| Starter motor output | 1 h.p. |

POWER TRANSMISSION

Hydraulically operated clutch with diaphragm spring.

Gearbox

Four-speed fully synchronized with short floor-mounted gear lever.

| | |
|----------|--------|
| 1st gear | 3.13:1 |
| 2nd gear | 1.99:1 |
| 3rd gear | 1.36:1 |
| 4th gear | 1.00:1 |

Reverse gear 3.25:1

Electrically operated overdrive operating in 4th gear.

Ratio 0.756:1

Rear axle

Ratio 4.56:1

STEERING GEAR

Cam and roller type. 3¼ turns of steering wheel from left lock to right lock.

Turning circle:

| | |
|---------------|------------------------|
| Between kerbs | 31 ft. 2 in. (9.5 m) |
| Between walls | 32 ft. 10 in. (10.1 m) |

FRONT WHEEL SUSPENSION

Independent suspension with rubber-mounted control arms and ball joints. Coil springs and stabilizer.

REAR WHEEL SUSPENSION

Rigid rear axle carried in longitudinal rubber-mounted support arms and torque arms. The rear axle is located laterally by means of a rubber-mounted track rod.

SHOCK ABSORBERS

Double-acting, hydraulic telescopic shock absorbers all round.

BRAKE SYSTEM

Front: self-adjusting disc brakes.

Rear: self-centring drum brakes.

A relief valve in the brake system prevents the rear wheels from locking in the case of emergency braking. Servo brake system.

BODY

Integral, all-welded steel body, completely rust-protected and treated with underbody sealing.

FUEL TANK

Located at rear. Capacity 10 gallons.

LIGHTING EQUIPMENT

Asymmetrical dipped headlights. Automatic back-up lights. Headlight flasher. Continuously variable instrument lighting. Map-reading lamp.

INSTRUMENTATION

Speedometer with mileometer and trip meter. Revolution counter. Water and oil temperature gauges. Oil pressure gauge. Fuel gauge. Warning lamps for charging full headlights, direction indicators and overdrive. Electric clock.

OTHER EQUIPMENT

Three-point, factory-installed safety belts. Laminated windscreen. Electric two-speed windscreen wipers. Electric windscreen washer. Thermostat-controlled heater system with large capacity and two-speed fan. Separate air intakes for summer ventilation. Map and glove pockets under dashboard. Packet box on propeller shaft tunnel. Double padded sun visors. Dazzle-free rearview mirror. Grab handle for passenger. Cigarette lighter. Mud flaps. Braced tread tyres. Spare wheel. Jack. Tools.

The Volvo 1800 S requires no periodical greasing.

MAIN DIMENSIONS AND WEIGHTS

| | |
|---------------------------------|----------------------|
| Wheelbase | 96½" (2,450 mm) |
| Track | 51¾" (1,315 mm) |
| Overall length | 173¼" (4,400 mm) |
| Overall width | 67" (1,700 mm) |
| Overall height, unladen approx. | 50½" (1,285 mm) |
| Ground clearance approx. | 6" (155 mm) |
| Kerb weight approx. | 2,625 lb. (1,190 kg) |

The factory reserves the right to alter the price, design and equipment without previous notification.



The Volvo 1800 S is fast, flexible and easy to drive. Economical. High-performance and strongly-built engine. Four-speed gearbox plus overdrive. Road-holding in a class of its own.

The engine in the Volvo 1800 S has an output of 115 b.h.p. SAE. It has also a high torque over a wide range of engine speed. Running economy is extremely good. The high output and excellent coefficient of efficiency have been attained by the use of twin carburetters, separate induction ports, a high compression ratio, fully machined combustion chambers and twin exhaust pipes down to the flywheel housing. The five-bearing crankshaft, full-flow oil filter and an oil cooler increase resistance to stress in the case of sustained hard driving.

The sealed cooling system, resistant to temperatures down to -40°C (-40°F) ensures effective cooling — and heating — under all conditions of operation.

The gearbox is fully synchronized and quiet-running. All the forward gears are carried in needle bearings. This is another feature to stand up to the stresses

of high speed driving. The short and sturdy gear lever has clearly defined positions. In addition to the four ordinary gears, overdrive is standard on the 1800 S. It provides lower engine speed during high speed driving. Lower engine noise level, even more comfortable travelling and better running economy.

Individual front wheel suspension with rubber-mounted control arms and ball joints. A stabilizer counteracts rolling in curves. The rear axle is carried in two longitudinal support arms.

Two torque rods absorb torsional stresses which influence the rear axle during acceleration and braking. The axle is located laterally by means of a track rod.

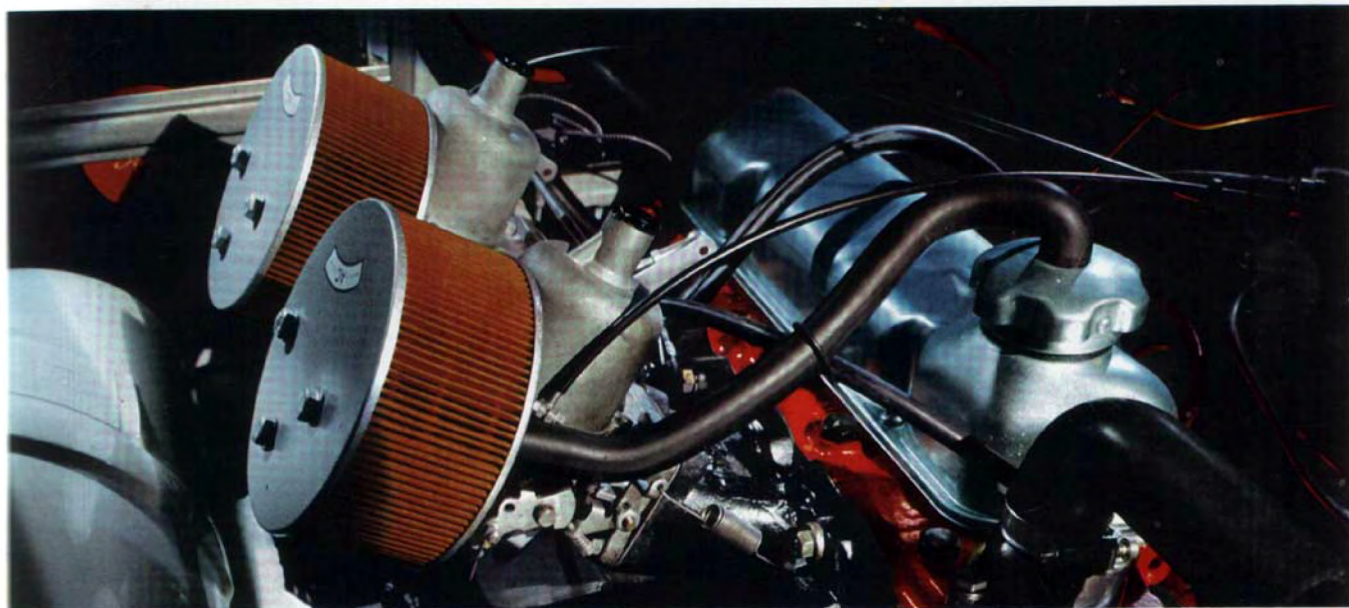
This means that the Volvo 1800 S has road-holding and cornering which are far better than normal. This also applies at high speed.

Coil springs and telescopic shock absorbers all round. The shock absorbers contain a nylon cell filled with cooling freon gas. This prevents frothing in the hydraulic fluid which can decrease damping performance during hard driving.

The Volvo 1800 S requires no periodical greasing.

Disc brakes on the front suspension and large drum brakes on the rear suspension. Only low pedal pressure is required because of the servo-brake system.

A relief valve in the brake line prevents the rear wheels from locking in the case of emergency braking. This ensures full control of the car in practically all situations.



115 b.h.p. SAE. Fast and with flashing acceleration. Robust and economical.



Sealed cooling system. Resistance to temperatures down to -40°C (-40°F).



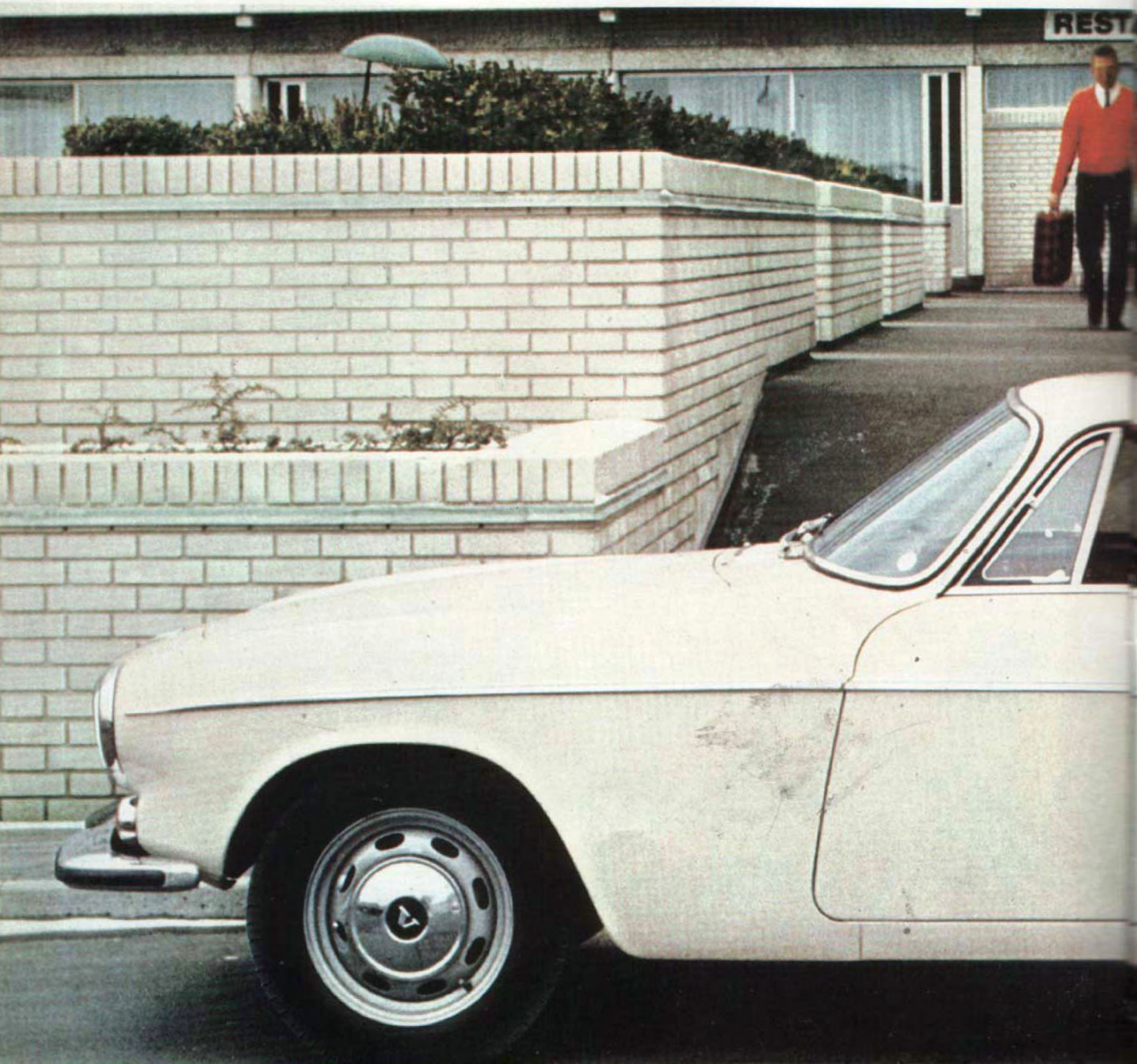
Disc brakes on front suspension.



"A very civilized touring car for people who want to travel rapidly in style" (Road & Track).



Three-point safety belts for increased safety.

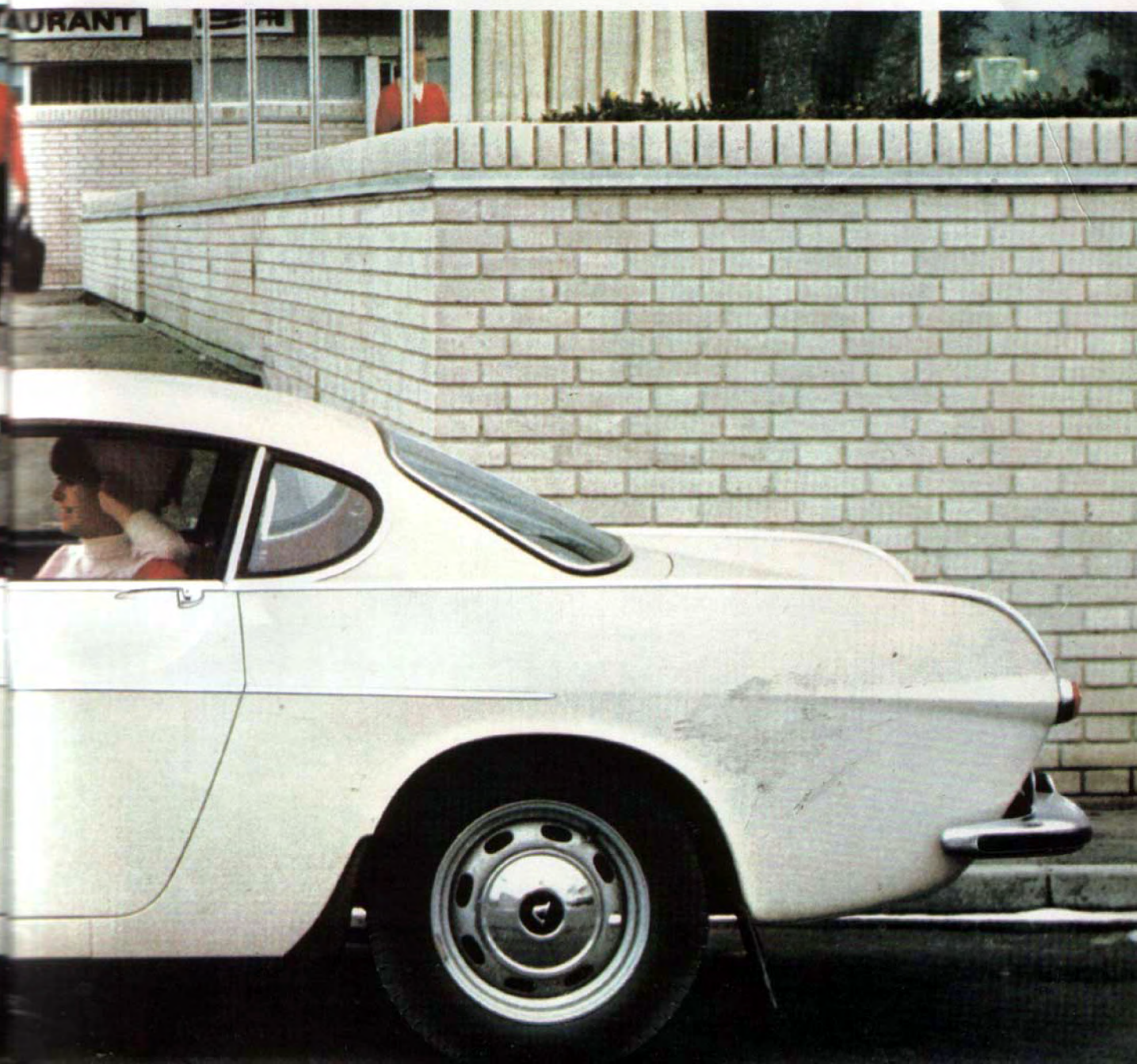


The Volvo 1800 S is smart, has clean lines and a distinguished design. The body is more than just an attractive shell — it is also strong and resistant to torsional stresses. Thorough and comprehensive preliminary work on the body ensures perfect resistance to rusting — and also provides a perfect surface finish.

The body of a Volvo 1800 S is extremely well-built. A sturdy floor plate, closed profiles in the underbody and around the door and window openings together with other reinforcements as well as the external styling panels provide an integral construction unit which is extremely resistant to torsional stresses. This body provides exceptionally good safety.

It is also extremely important for this unit to be protected in the best way against rusting which weakens its strength and decreases safety. Volvo rust-proofing is among the most effective in the world. After phosphating and drying, each body is immersed in synthetic slipper primer. This provides the base for further spraying of primer-filler, intermediary coatings and surface finish — five coats all together. After the application of each

coat, the body is stoved, ground and washed thoroughly. Each working operation is followed by precision control. The result is an attractive high-gloss surface which maintains its lustre in all climates for a very long time. Before the cars leave the factory, complete underbody sealing is carried out — this provides effective protection to corrosion resulting from flying gravel and road salt.



AB VOLVO

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